

GERMAN SHIPS GUARDED SOLDIERS PATROL FRONT

IMMEDIATE ACTION TAKEN AGAINST PLOT IF ONE EXISTS

Germans Can Now Sink Ships
But They Cannot Block the
Harbor Nor Damage More
Than a Few of the Wharves

BUCK PASSED RAPIDLY AT HARBOR BOARD MEETING

O. R. & L. and Commissioners
Will Each Sue the Other If the
Refugees At Railroad Docks
Carry Out Any War Stunts

Governor Pinkham last night at nine o'clock, in the office of the harbor master, Pier 17, signed the order which authorized the chairman of the harbor commission and the harbor master to place civil guards on the German refugee ships. Two guards were immediately stationed on each vessel as fast as they could be procured, with orders to prevent any tampering with the mooring lines of the vessels which would permit them to drift into the stream where they could be sunk and the harbor blocked.

The little meeting in the harbor master's office last night was attended by Governor Pinkham, who came in for the purpose from Kahala, Charles E. Forbes, Sr., Ltd. Julian Gil, Spanish consul and acting German consul, and by the Governor's private stenographer.

Captain George E. Clark, commandant of the naval station, tended the use of the tug Navajo to Mr. Forbes and the tug is prepared to stand by if she is needed.

The officials admit that the precautions which they are allowed to take cannot prevent the Germans from sinking the vessels at the wharves if they are so minded but that they can make it impossible for them to block the harbor.

Mr. Forbes has temporarily taken up his residence at the harbor master's office and will remain on the waterfront until tomorrow morning.

If any damage is incurred by government property or private property in the neighborhood of Pier 17 through acts of the German refugee ships now lying there, two things will happen: First, the Territory of Hawaii will hold the Oahu Railway and Land Company as a corporation and all its officers, agents and servants individually responsible, because the ships were not moved on the order of the harbor board.

Second, the Oahu Railway and Land Company will hold the members of the harbor commission individually responsible because the ships were not removed at the request of the railway company.

This newly amusing state of affairs developed yesterday afternoon at a meeting of the harbor commissioners when ultimatums and penultimatums were exchanged between the representatives of the Territory and of the railway company, the latter owning the piers at which five of the German steamers are lying.

Armed Guards Back
No action was taken, but the return of armed military guards to the waterfront betokens a new era, slightly sterner in its treatment of the internally wrecked refugees. The harbor master, Capt. W. R. Foster, and Charles E. Forbes, chairman of the board of harbor commissioners are remaining on the waterfront and the latter will continue there until tomorrow morning. They are sleeping in the harbor master's office.

The harbor commission has been attempting to have military guards placed on the ships from today on but it is uncertain whether they can be obtained.

Heavy Meeting Called
The meeting of the commissioners was called hastily yesterday at noon and was held in the harbor office on Pier 7, only Commissioner Church being absent. The Oahu Railway correspondence was read and matters connected with this discussed, information of any other proceedings, if any, was had not being divulged.

It now appears that the five German vessels at Pier 17 are going to be the center of attention, taking the place recently held in the limelight by the Pommer and Setos which are at Pier 7, a territorial wharf.

Conditional Compliance
The correspondence was opened yesterday morning by the delivery of a letter from the railway, enclosing written permission from H. Hackfeld & Co., agents of the ships, to move the vessels at Pier 17 at any time desired by the railway company. This document was more diplomatic than usual, as it contained the usual clause which permitted the vessels to be moved only to another wharf or a safe anchorage here or elsewhere. As Hackfeld's do not consider the anchorage outside this

Mobilization Order For Guard Expected Soon

Rumor Has It That Regulars of Mobile Forces Here May All Be
Sent To Mainland, With Militia Brought To
Oahu To Occupy the Posts

What has leaked out the last few days from governmental and military headquarters concerning recent events increases the prospect that one regiment and perhaps all regiments of the Hawaiian units of the national guard will be called out before the end of this week.

The best presumption that can be based on present information is that the First Hawaiian Infantry will be on duty by Thursday at the very latest, and in all probability stationed at Fort Shafter.

The Second United States Infantry may be on its way to the mainland before the end of the week.

All movements of troops and details of mobilization in the event of a declaration of war have been ordered in advance. It is said, and the orders are in the hands of Brig. Gen. Frederick Strong, commander of the Hawaiian department.

Second Infantry On Duty
The First Battalion of the Second Infantry marched into the Capitol grounds at half-past four yesterday afternoon and pitched camp, going on waterfront guard at six o'clock last night. This is said to have been done at the request of territorial officials in connection with the situation at the wharves occasioned by the presence of the German ships. It is not part of the general movement of local troops attendant upon the national situation.

The paraphernalia of the Second Infantry is said to have been crated on Friday preparatory to water travel, the prospect being that the regiment will leave the Islands. Regular soldiers are discussing among themselves the rumor that all mobile troops of the regular army on Oahu are to be sent at once to the mainland and are to be replaced by guardsmen. The Fourth Cavalry is included in the alleged plans which have sifted down to the ranks with how much truth it is hard to say.

May Sail On Logan
The harbor as being safe, and as Pearl Harbor is closed, and further as there is no wharf, the written permission helped the harbor commission very little.

An Ultimatum
The harbor commission then wrote a letter in extremely plain terms addressed individually to each officer and member of the O. R. & L. Company in which it demanded the immediate removal of the vessel. This letter read: "You are hereby notified that, on behalf of the Territory of Hawaii, the board of harbor commissioners of the Territory objects to and protests against the presence of the German ships, 'Loong Moon,' 'Gouverneur Jaeschke,' 'Prinz Waldemar,' 'Stastekreiter,' 'Krachet,' and 'Holanita,' now lying at the railroad company's wharf, Pier 17, in Honolulu harbor."

"You are hereby further notified that for any damage, harm or injury to any property or interests of the Territory or any subdivision thereof or to any interests to which the Territory might be subrogated, whether the same be directly or indirectly due to your failure immediately to remove said vessels from the harbor of Oahu, said Territory and Land Company, Ltd., and you and each of you, and your agents and servants will be held officially and personally liable."

Buck Passed Back
Having thus passed the buck squarely up to the railroad officials, the harbor commission lay back to await the reply. It was not long coming and with it came the buck, passed back.

The railroad's letter courteously omitted the fact that the harbor commission was unable to handle the two ships on its own hands but otherwise nothing was neglected. It read as follows:

"We beg to acknowledge receipt of your letter of March 31, 1917, in re removal of certain steamers from the Oahu Railway and Land Company's wharves in Honolulu. In said letter you gave notice that you required the parties to whom the said letter is addressed to remove said vessels from the harbor. This demand must have been inadvertently made for you and your honorable board must realize that the parties to whom said letter was addressed have not now, nor ever have had, any right to remove said vessels from their present berths out of the harbor of Honolulu."

Regular White Elephants
We do not wish the vessels referred to to remain at our wharves, as you have already been advised, and we have already requested you to remove said vessels and now take the liberty of renewing such request. We have furnished you with written permission from H. Hackfeld & Co., of Honolulu, the agents of said vessels, allowing such removal to a place of safety and we see no reason why your honorable board should not comply with the request by the consent of said H. Hackfeld & Co., and remove such vessels to a place of safety."

In the event that such vessels are not so removed as requested by our letters of this date, we on our part will hold the members of your honorable board liable for any damages that may be caused to the property of the Oahu Railway and Land Company by reason of your failure to make such removal."

"W. F. DILLINGHAM,
Treasurer and assistant to the President."

Permission To Do Nothing
The permission of H. Hackfeld & Co. to move the ships which seems to

be the only way out of the situation, is said to have been given by the company's attorneys, who are now in the hands of the harbor commission.

The crating of the Second's property is said to have been unofficially effected preparatory to a sudden order that is expected to be issued before the departure of the United States army transport Logan. The Logan is due on Wednesday, or perhaps a day earlier. The statement was made at Fort Shafter yesterday that the First Hawaiian Infantry will replace the Second upon the latter's departure.

First Hawaiian Ready
Officers of the national guard expect that the First Hawaiian Regiment will be out within a few days. Upon receipt of information from army headquarters it was even rumored that orders for mobilization would be received no later than tonight. The First Hawaiian Infantry is said to be ready to take the field within a few hours, after the assembly at the armory. It is comparatively well-equipped and its now commissioned staffs are in a position to handle the men and complete the little remaining details necessary, at short notice.

The most doubt as to the coming movements of the guard relate to the Second, Third and Fourth Hawaiian Infantry, stationed respectively on the islands of Hawaii, Maui and Kauai. It is generally assumed that the entire brigade will be ordered out, but whether as a whole, or regiment by regiment as the local posts are vacated by regular troops is something not quite so clear.

The first battalion of the Second Infantry was moved down from Fort Shafter yesterday afternoon on twenty minutes' notice to the wharves. The order was entirely unexpected by the personnel of the battalion. It is commanded by Major Palmer. On the other occasion when troops were used on the waterfront, immediately following the breaking off of relations with Germany, the Second and Third battalions of the regiment were successively on duty. This is the first tour of duty for the first battalion.

let the railway company out of the hole and which puts the harbor commission into one until such time as it can find a "safe anchorage or wharf" reads as follows:

"Gentlemen: From articles which recently appeared in the local newspapers we learned that the board of harbor commissioners had approached your company relative to the having berthed its wharves several of the refugee German steamers now lying up in the port of Honolulu."

"As agents for these steamers, we feel that we should make our position clear in the matter, and therefore beg to advise you that on obtaining official permission to berth the said steamers at your wharves, and the necessary assistance of towboats, we are ready at any time to remove to such other safe wharf or anchorage the vessels now lying at the wharves belonging to and under the control of your company. Very truly yours,

"H. HACKFELD & CO., LTD.
F. Wm. Klobahn, Secretary."

PRECEDENTS BEING CREATED IN HILO

HILO, March 28.—For the first time in the records of the Territory an appeal case has been taken from the findings of an industrial board to the circuit court. This was in the case of Alfred Silva, manager of the Kaiwika Milling Company, against this company and the Home Insurance Company of Honolulu, as the carrying company for the insurance, to the fourth circuit court and Judge C. K. Quinn.

The law provides that rules shall be made by the circuit court when an appeal is taken, but no such rules have ever been made, and Judge Quinn announced yesterday that he proposes to get the judges of the first, second, and fifth circuits together so that uniform rules may be established in this regard.

The case of the appeal of the Home Insurance Company from the award of the Hilo Industrial Board to Silva came before Judge Quinn yesterday morning. Quinn, attorney or Silva, demanded a jury trial, but this demand was denied, and on motion by Attorney Carlsmith for the insurance company, the case was set for trial, jury waived, for May 7 next.

The industrial board had awarded Silva, whose neck is dislocated the sum of \$392.50, also \$50 for medical services and \$45 a month until further notice. The Home Insurance Company appealed from this decision to the fourth circuit court. It is expected that the trial will establish a precedent in such cases in this Territory.

TO CURE A COLD IN ONE DAY
Take LAXATIVE BROMO QUININE. Druggists refund money if fails to cure. The signature of W. GROVE is on each box. Manufactured by the PARIS MEDICINE CO. ST. LOUIS, U. S. A.

SAIOR SHORTAGE FELT ON PACIFIC

Windjammers At Northern Ports
Unable To Secure Crews of
Certified Seamen

Windjammers loading on the Pacific Coast for Hawaii and other off-shore ports are in a sorry predicament on account of the general scarcity of certified seamen. San Francisco has not yet suffered to any great extent from this state of affairs, but north Pacific coast ports, which use the sailing craft almost exclusively to transport their lumber output to overseas points, are hard pressed for a solution of the problem. The opening of the Alaska fishing season has much to do with the shortage of sailors whose competency has been approved by United States government officials, many of whom prefer a more lucrative season in the northern waters to a lengthy voyage to a foreign land.

Many sailing vessels are either the various lumber ports at present or have been chartered to loan on the north Pacific in the near future, and from present indications, a number of these ships will have to complete their crews in less than a week. In addition to this, the region and Washington shipyards are turning out wooden vessels at a rate of speed never before equalled or even approached. The major part of these new vessels load in the north and a vast army of sailors will soon be needed to man the ships now being rushed to completion. Where the men can be secured is the question which right now is causing no little worry in ship circles.

Frequently the most serious delay in recent months has been that of the schooner Henry K. Hall on the Columbia River. For the past thirty days the vessel has been loaded and ready for an and it was only yesterday that he completed her complement by bringing three seamen from Puget Sound. The men were not certified but it is believed that the Hall will obtain permission to sail by depositing the customary fine, which the vessel may later ask to be returned. The schooner Helvetia and David Evans now at Puget Sound are among the windjammers that have been delayed by the scarcity of sailors.

FAMOUS BUSINESS MEN WILL NOT BE ON NEW LINER MAUI

As a result of the delay in completing the new Matson liner Maui which left her departure about six weeks the delegation of big business men from the steel and ship building industries of America will be unable to come to Honolulu. Among these was to have been Charles M. Schwab, head of the Bethlehem Steel Company and buncome one of the great industrial figures of the war, should it come. It is said that he had to cancel his bookings, as have other officers of the Union Iron Works and other great firms.

These men were in the distinguished party which was being arranged to make the first trip on the new liner. They were all in businesses which are directly affected by war activities and are first threat of the impending conflict, say Castle & Cooke, agents of the Matson Navigation Company, who have a majority of them to cancel.

John H. Drew, head of the Castle & Cooke shipping department, said the agents had received numerous letters from those who had hoped to make the trip, all expressing the keenest regret that events had made their tour impossible.

The sailing of the Maui from San Francisco is now but a few days off and while there are innumerable rumors to the effect that she will not be completed in time, no stock is taken in the agents. No agent has been received by them from San Francisco to the contrary and it is believed that had anything gone wrong and the vessel been again delayed, F. D. Tenney, of Castle & Cooke, now in San Francisco, would undoubtedly have called.

PAALUA DANSON KELLETT SR.

Paalua Danson Kellett Sr., one of the best known Hawaiians of the city died yesterday at his late home, 1744 Kellett Lane, off Kunkini Street.

Mr. Kellett was born in Hanalei, Kauai, sixty-five years ago and was the youngest of the three sons of the late Capt. John Kellett, pilot at Hanalei for many years, who was frequently by many whalers. His wife died twenty-three years ago. Mr. Kellett was a member of Hawaiian Tribe No. 1, Improved Order of Red men.

He received his education in St. Alban's School, this city, and later went to England with the Rev. Edmund Hibington, one of the founders of that institution. He remained in England five years and returned to the Islands in 1888, taking employment with Theo. H. Davies & Co., with which firm he remained forty years.

The deceased is survived by the following children: P. Danson Kellett Jr., with Attorney Emil C. Peters; Sgt. John R. Kellett of the detective bureau of the local police department; Edmund L. Kellett, with the local office of the Standard Oil Company; George Port, left farmer, and Miss Myra Kellett of B. F. Ehlers & Co. The deceased and Henry Smith, clerk of the first circuit court, married sisters.

Honolulu Wholesale Produce Market Quotations

ISSUED BY THE TERRITORIAL MARKETING DIVISION
Wholesale Only. March 30, 1917.

Island butter, lb. cartons	40	Hens, lb.	30
Eggs, select, doz.	38	Turkeys	40
Eggs, No. 1, doz.	37	Ducks, Musc. lb.	27 to 38
Eggs, duck, doz.	23	Ducks, Pekin, lb.	27 to 38
Young roosters	40	Ducks, Haw. doz.	5.50 to 6.00

Beans, string, green, lb.	10 to 10.5	Rice, Haw. seed, cwt.	5.75
Beans, select, doz.	38 to 39	Peasants, lb. sm.	None
Beans, Lima, in pod, lb.	34	Peanuts, lb. lg.	None
Beans, Maui red	(none in market)	Green Peppers, lb. bell	10 to 10.5
Beans, Calico	7.00	Green peppers, lb. chili	6.00
Beans, sm. white	9.00	Potatoes, lb. Irish	3.50 to 4.00
Peas, dry, lb. cwt.	4.50 to 5.00	Potatoes, sweet, cwt.	1.00 to 1.25
Peas, doz. bunches	30	Potatoes, sweet, red, cwt.	1.40 to 1.50
Carrots, doz. bunches	40	Taro, cwt.	75 to 100
Cabbage, cwt.	2.50 to 3.00	Taro, bunch, lb.	10
Cabbages, 100 ears	2.00 to 2.50	Tomatoes, lb.	10
Corn, Haw. sm. yellow	50.00 to 55.00	Green peas, lb.	10 to 15
Corn, Haw. lg. yellow	45.00 to 50.00	Cucumbers, doz.	50 to 75
Rice, Jap. seed, cwt.	5.50	Pumpkins, lb.	.0134

Bananas, Chinese, bunch	30 to 35	Limes, 100	1.00 to 1.25
Bananas, Cooking, bunch	1.00 to 1.25	Pineapples, cwt.	1.50
Fig, 100	1.00	Papayas, lb.	.0274
Grapes, Isabella, lb.	10	Strawberries	20 to 25

Cattle and sheep are not bought at	Hogs, up to 150 lbs.	11.00 to 13.00
live weight. They are slaughtered and	Hogs, 150 lbs. and over, lb.	.09 to .10
paid for on a dressed weight basis.		

Seef, lb.	11 to 13	Mutton, lb.	15 to 16
Veal, lb.	12 to 13	Pork, lb.	15 to 16

Steer, No. 1, lb.	20	Kips, lb.	20
Steer, No. 2, lb.	18	Goat, white, each	10 to 30
Steer, half slip	15		

The following are quotations on feed, f. o. b. Honolulu:

Corn, sm. yel. ton	56.00 to 58.00	Oats, ton	52.00 to 55.00
Corn, lg. yel. ton	54.00 to 56.00	Wheat, ton	67.50 to 70.00
Corn, cracked, ton	57.00 to 58.00	Middling, ton	52.00 to 55.00
Brass, ton	38.00 to 40.00	Hay, wheat, ton	34.00 to 36.00
Barley, ton	53.00 to 54.00	Hay, alfalfa, ton	32.00 to 36.00
Scratch feed, ton	63.00 to 65.00		

The price of eggs has fallen a little, but they are moving satisfactorily. At present, very little island poultry is on hand, and good fat ducks and chickens are especially in demand at good prices.

All green vegetables are still high due to recent heavy rains and the short crops. Farmers, particularly in Kula, should be careful not to plant the common Kula pea for drying as it is very poor for this purpose. The division has on hand several bags which have turned dark and are not wanted by the trade. Island corn continues to be scarce and high priced. All farmers who have corn for sale can find a ready market for it.

During the past week rice has advanced considerably. This is due to the scarcity of imported Japanese rice and the advance in the price of California seed rice.

Island Irish potatoes are very scarce and in great demand, as well as sweet potatoes. All growers having sweet potatoes should send them to the market while the price is high.

The price paid to the producers by the poi factories for taro ranges from 75c to \$1.00; but when a consumer wants to buy a bag he has to pay \$2.00 for it. Pumpkins are plentiful and hard to sell. The division still has quite a quantity on hand.

The condition of the banana market is much improved, and the division is having no trouble in disposing of large quantities of them locally. Pineapples are scarce, as are papayas.

The price of dressed meats is the same as last week. The price of hides has advanced to 20c a pound for summer grade hide in Honolulu. Prices in San Francisco are 28c a pound. As the division receives only a small quantity of hides, it has been unable to take advantage of the better prices on the mainland by shipping direct to the Coast.

Nearly all of the food prices have advanced during the week. Wheat is now selling for \$70.00 a ton. This is about the record.

Consignors to the division should not let the recent reports regarding the marketing division interfere with their shipments. The division is in a position to pay its consignors on the tenth of the month following the date of sale and no consignors stand to lose a cent through shipping to the division. All consignors have been paid in full to date for February sales. Practically all of the questions raised by the legislature have been satisfactorily explained or can be when the division is given an opportunity to do so.

Hereafter, the market letter and quotation sheet will be published only in the newspapers of the territory, and no copies will be sent to individuals unless there is a special demand for them. All parties wishing a special copy will kindly notify the division.

Record of Shipments Received At Honolulu From Other Islands

Item	Hawaii	Molokai	Kauai	Total
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Little, head	80	49	0	129
Higs, head	0	17	0	17
Hickens, crates	17	7	0	30
Hicks, crates	0	1	0	1
Limes, bunches	42	0	0	42
Fishes, bundles	0	0	10	10
Eggs, crates	0	0	3	3
Potatoes, sacks	0	30	0	30
Caro, sacks	0	0	30	30
Coconuts, sacks	0	0	43	43
Fish, sacks	0	0	27	27
Five pods, sacks	0	0	152	152
Harad, sacks	0	60	0	60
Diser, vegetables, sacks	228	0	0	228
Wine, barrels	0	20	0	20
Molasses, drums	0	0	3	3
Labbage, sacks	0	20	0	20

SOUND INTERESTS JOIN TO SECURE MATSON STEAMERS

That the cables sent by the Seattle and Tacoma civic bodies to the local chamber of commerce regarding a Matson service between Honolulu and the Sound ports is the commencement of an earnest campaign in which both cities intend to unite was evidenced yesterday by the receipt of a wireless from The Advertiser from the Seattle Times.

The wireless was addressed to The Editor of The Advertiser and read: "Conditions are ideal for a resumption of the service by the Matson ships between Puget Sound and Hawaii. The merchants of the northwest are anxious to reestablish trade relations with the Islands and a big tonnage is offered which will mean cheaper goods in Hawaii. Can you cooperate in efforts to have Matson ships returned to route?"

SEATTLE TIMES
The wireless is similar in tone to those received by the chamber of commerce from the Sound chambers and Seattle and Tacoma are apparently not going to stop until they get what they want, if it is possible.

FAMOUS ALASKAN DIES IN THE COLD

"Cinnabar" McDonald One of the
Well Known Figures of the
North Meets Doom

(By The Associated Press)

SEWARD, Alaska, March 17.—Nate H. Coombs, member of the territorial legislature which is meeting at Juneau this month, arrived here recently by dog team from Council, on Seward Peninsula and brought word of a tragedy on the lower Kuskokwim, involving a fight for life against desperate odds. The hero, who died trying, was Duncan "Cinnabar" McDonald well known miner, who had lived at Iditarod and later at Bethel on the Kuskokwim. His story was related by Mrs. Duke F. Stubbs of Aniak, who ministered to him in his last hours.

"Cinnabar" McDonald gained his name by his repeated efforts to interest people with money to handle deposits of cinnabar on the Kuskokwim. It is from this ore that the quicksilver of commerce is produced. McDonald found it an uphill undertaking for while it is possible to get capital for gold mining, the average man with money to invest knows little or nothing about cinnabar and views it askance. McDonald wrote and talked and dreamed about the mineral he had found and the other miners finally called him "Cinnabar."

But cinnabar is not good to eat, and McDonald was forced to abandon his hobby from time to time to mine gold enough, at least, to keep him in supplies from roadhouses between Iditarod and Bethel.

Some years back McDonald found placer ground on Bear Creek, a tributary to the Kuskokwim, which looked good. In small gulches nearby pay dirt was found in various pockets, and this year a man named Danny Bryce, after four seasons' work, broke into the pay stream. He was "grounded" with a "poke" full of nuggets the size of walnuts. Danny was silent about his find, but in a vague way it drifted back to Bethel that he had gone out to get a hydraulic plant.

"Cinnabar" heard it and remembered his claims. He knew well the mining law, which provides that any man staking a claim must do work on that claim each to the amount of \$100 to hold it, and failure to have proof of such labor recorded within ninety days after the end of the year is considered evidence that the owner has abandoned it; so he hit the trail for Bear Creek early in December to do his assessment work.

About forty days later a trapper living on the Bethel-Aniak trail, who was keeping close to his cabin because it was fifty below zero outside was attracted by a strange figure crawling up the trail on hands and knees, his shoulders a mass of ice. It was McDonald, fighting for his life. His hands and feet were frozen and the tip of his tongue was frozen to his teeth.

The trapper, long in the wilds, produced two cans of coal oil and a tub and proceeded to "draw the frost" out of the frozen extremities of his friend. Thawing out a frozen man is putting him through the torture of fire. The man in the same way though the frozen part were held in flames, but it had to be done. Thawing his face and tongue was a job for a surgeon but the trapper accomplished it.

When it was done and the injured parts wrapped in a mixture of lard and other ingredients, McDonald made it known that there was something wrong inside his chest and he must have a doctor. He signified his willingness to be taken to Aniak, a four-day trip, and away they went with the mercury hovering around forty-five below the hauled "Cinnabar" wrapped in many blankets and robes on a dog sled.

At Aniak, Mrs. Stubbs took the case in hand and Arthur Willis took another can and went to Iditarod for Doctor Moore, another three-day trip.

In the meantime "Cinnabar" felt himself going. The frost had bitten into his lungs, and for that there is no cure. He lapsed with his injured tongue the story of the nine days before he reached the trapper's cabin.

"Left claim all right, but pretty cold. Second night colder; afraid I'll wash it" (sleep out). Moonlight, no easy keep going. Lots overflows along creek; had look out keep from getting in."

Middle night moon lost light, eclipse. Kelpie got me. Afraid stop; missed trail; dark; sleep a water. Ought to quit right there. Dead then, but didn't like to give up. Never quit going. Saw sun rise seven times before reached trapper's, but what's use? Somebody else have to mine them cinnabar claims."

He died delicious, mumbling about his claims and the days and nights he had spent